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Toward a Sustainable Seattle

Promoting Industry and Family Wage lobs

- **G-G4** An economically strong and vital manufacturing and industrial center that places priority on job creation, business growth, and ways for linking Georgetown residents to local jobs.
- **G-P11** Retain industrial-zoned land in Georgetown, while seeking out the potential to promote commercial and retail uses in commercial zones.
- **G-P12** Promote the growth, development, and retention of industries and commerce that have the opportunity to flourish in Georgetown.
- **G-P13** Balance the needs of water-dependent uses and natural/environmental habitat goals for the Duwamish Waterway.
- **G-P14**Seek ways to develop, train, and connect the local workforce with Georgetown employers.

Code Enforcement and Permit Processing

- **G-G5** A community that receives responsible and efficient City action in the abatement of illegal and criminal uses.
- G-P14 Strive to deliver efficient, timely, and responsive code enforcement and permit processing as a means of promoting economic vibrancy and residential quality of life in Georgetown.

Economic Development

G-G6 A community that continues to support its businesses, promotes job growth,

and receives the necessary public investment in infrastructure to continue economic vibrancy.

G-P16 Work with the community to explore ways of marketing Georgetown's commercial zones for commercial use, to help preserve industrial zones for industrial use, and to help encourage shopping opportunities for local residents in the commercial zones.

Transportation Facilities

- G-G7 An integrated transportation network that addresses the freight mobility, highway access, and efficiency demands of all users; the non-motorized and pedestrian needs of area residents; and that is supported by the basic services of good roads, transit service, and efficient area-wide circulation.
- **G-P17** Strive to minimize traffic congestion within the Georgetown neighborhood.
- G-P18 Work with other jurisdictions, such as King County and the City of Tukwila, to promote regional freight mobility for the Georgetown neighborhood and the Greater Duwamish Manufacturing/Industrial Center.
- G-P19 Address traffic safety concerns for both pedestrians and vehicles in Georgetown through means that could include improvements to roads and sidewalks.
- **G-P20** Promote opportunities for nonmotorized transportation in the Georgetown neighborhood.

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G-P21 Work with Sound Transit, King County Metro Transit, and the residential and business communities to provide convenient and efficient transit mobility throughout Georgetown.

The Environment

- G-G8 A community sensitive to environmental quality with a recognition and respect for the vital natural environment and ecosystems, such as the Duwamish River, that survive in Georgetown in the presence of commerce and industry
- **G-G9** A community that reduces environmental hazards that threaten the health, safety, and general welfare of Georgetown's residents and employees.
- **G-P22** Promote awareness among Georgetown residents, employees, business owners, and property owners of environmental quality issues such as air, soil, and groundwater pollution.
- **G-P23** Work with other jurisdictions to protect the environmental quality of the Duwamish watershed.
- G-P24 Seek ways to monitor the environmental impacts of the King County International Airport in the Georgetown community, while recognizing its economic significance.



GREATER DUWAMISH MANUFACTURING/ INDUSTRIAL CENTER

GOALS AND POLICIES

Jobs and Economics

- **GD-GI** The Duwamish Manufacturing/Industrial Center remains economically vital.
- GD-PI Recognize the significant contribution of the industries and businesses in the Duwamish Manufacturing/Industrial Center in terms of the jobs they create, and the export and tax revenues they generate.
- **GD-P2** Strive to retain existing businesses and promote their viability and growth, with particular emphasis on small businesses.
- **GD-P3** Encourage new industrial businesses that offer family-wage jobs to locate in the area.
- **GD-P4** Encourage site assembly that will permit expansion or new development of industrial uses.
- GD-P5 Limit the location or expansion of non-industrial uses, including publicly sponsored non-industrial uses, in the Duwamish Manufacturing/Industrial Center.
- **GD-G2** Public infrastructure adequate to serve business operations in the Duwamish Manufacturing/Industrial Center is provided.

- GD-G3 Land in the Duwamish Manufacturing/ Industrial Center is maintained for industrial uses including the manufacture, assembly, storage, repair, distribution, research about or development of tangible materials and advanced technologies; as well as transportation, utilities and commercial fishing activities.
- **GD-P6** Strive to separate areas that emphasize industrial activities from those that attract the general public.
- **GD-G4** The City regulatory environment facilitates location and expansion of industrial businesses in the Duwamish Manufacturing/Industrial Center.
- **GD-P7** Continue to promote timeliness, consistency, coordination and predictability in the permitting process.

Land Use

- GD-G5 Land in the Duwamish Manufacturing/
 Industrial Center is sufficient to allow
 an increase in the number of familywage industrial jobs that can be filled
 by workers with diverse levels of
 education and experience.
- **GD-P8** Strive to protect the limited and non-renewable regional resource of industrial, particularly waterfront industrial, land from encroachment by non-industrial uses.

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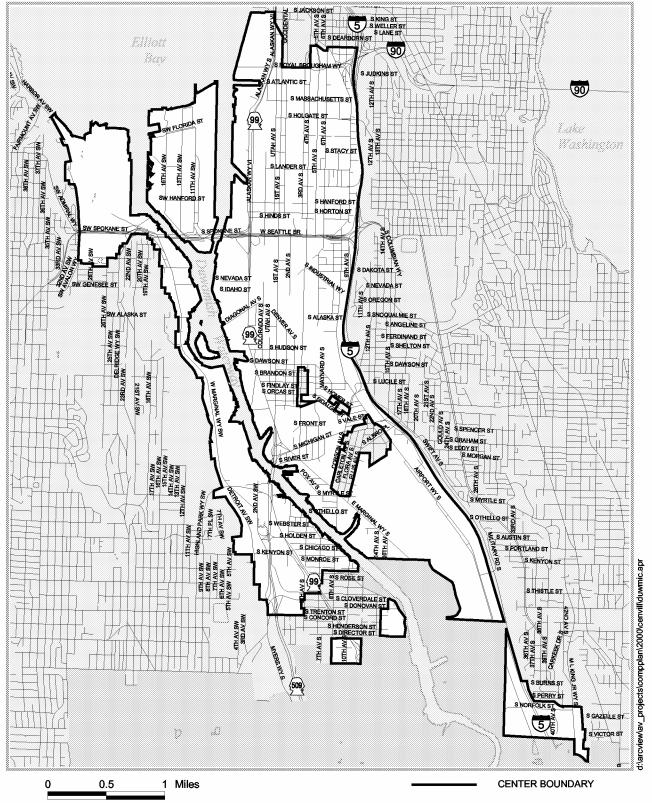


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DUWAMISH Manufacturing/Industrial Center







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- **GD-P9** Distinguish between the industrial zones in the Duwamish Manufacturing/Industrial Center by the amount and types of uses permitted in them.
- GD-P10If industrial land south of South Park is annexed to the City, include much of it in the Duwamish

 Manufacturing/Industrial Center, with appropriate land use controls to encourage industrial uses and discourage non-industrial uses.
- **GD-G6** The Duwamish waterway continues as a working industrial waterfront that retains and expands in value as a vital resource providing family-wage jobs and trade revenue for the City, region and state.
- **GD-P11** Strive to maintain sufficient capacity in the shoreline areas for anticipated water-dependent industrial uses.
- GD-P12Seek to preserve the Duwamish Waterway's ability to function as the City's gateway to the Pacific and to provide adequate nearby land for warehousing and distribution that serve the shipping industry.
- GD-P13Especially along the waterway, discourage conversion of industrial land to non-industrial uses.
- **GD-P14**Maintain shoreside freight access to and from the waterway.
- **GD-P15**Strive to increase the trade revenues generated by Seattle's water-dependent industries.

- **GD-P16** Consider a variety of strategies, including possible financial incentives, to retain and attract marine businesses.
- GD-G7 The City and other government bodies recognize the limited industrial land resource and the high demand for that resource by private industrial businesses within the Duwamish Manufacturing/Industrial Center when considering the siting of public uses there.
- GD-P17Encourage other jurisdictions to: 1)
 avoid locating non-industrial uses in
 the Duwamish
 Manufacturing/Industrial Center 2)
 consolidate public facilities to
 minimize the amount of land
 consumed by the public sector and 3)
 pursue joint operations and colocation so that facilities can serve
 more than one jurisdiction.
- GD-P18Encourage public agencies, including City agencies, to explore ways of making property available for private industrial uses when disposing of property in the Duwamish Manufacturing/Industrial Center.
- GD-G8 The Duwamish
 Manufacturing/Industrial Center
 remains a Manufacturing/ Industrial
 Center promoting the growth of
 industrial jobs and businesses and
 strictly limiting incompatible
 commercial and residential activities.
- **GD-P19** Prohibit certain commercial uses and regulate the location and size of other commercial uses in the Manufacturing/Industrial Center.

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GD-P20Seek to integrate stadium and stadium-related uses into the Duwamish Manufacturing/Industrial Center by creating an overlay district limited to the area near the stadiums that discourages encroachment on nearby industrial uses, creates a pedestrian connection from the stadiums north to downtown, and creates a streetscape compatible with Pioneer Square.

Transportation

- **GD-G9** A high level of general mobility and access is attained within the Duwamish Manufacturing/Industrial Center.
- GD-P21 Strive to enhance access throughout the Duwamish

 Manufacturing/Industrial Center by means such as signal coordination, roadway channelization, grade separation and pavement rehabilitation.
- **GD-P22**Encourage use of Airport Way as an alternate route for commute trips that might otherwise use 1st and 4th Avenues.
- **GD-P23** Strive to maintain the existing capacity on roadways and bridges and encourage use of under-used facilities.
- GD-P24Encourage maintenance of a connection across the Duwamish River that provides access to the South Park area while allowing the river to continue serving marine traffic.

- **GD-P25**Strive to maintain arterial/rail crossings until those crossings can be replaced with grade separations.
- GD-P26 Recognize and strive to address the cumulative traffic effects that transportation and development projects in and near the Duwamish Manufacturing/Industrial Center can have on freight mobility.
- GD-G10The transportation network in the Duwamish Manufacturing/Industrial Center makes appropriate connections and minimizes conflicts between different travel modes.
- GD-P27Pursue opportunities and develop partnerships to provide grade separations between rail and auto/truck traffic along key east-west routes for enhanced speed and reliability while maintaining safety for both travel modes.
- GD-P28 Encourage the design of bicycle and pedestrian facilities in the Duwamish Manufacturing/Industrial Center that minimize conflicts between motorized and non-motorized traffic and promote both traffic flow and safety.
- **GD-P29**Strive to maintain waterborne and roadway access to seaport facilities.
- **GD-P30**Strive to maintain access for air cargo to the King County International Airport.
- GD-G12The transportation network in the Duwamish Manufacturing/Industrial Center emphasizes the mobility of freight and goods.



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Toward a Sustainable Seattle

- GD-P3 I Strive to facilitate east-west freight movement in the Duwamish Manufacturing/Industrial Center, particularly through the Royal Brougham, Spokane Street and Michigan Street corridors.
- GD-P32Strive to maintain efficient freight movement along designated truck routes in the Duwamish Manufacturing/Industrial Center.
- GD-P33 Strive to maintain reasonable access to regional transportation facilities for goods distribution from all areas of the Duwamish

 Manufacturing/Industrial Center.
- GD-P34Recognize the importance of intermodal connections for the movement of freight between the state highway system, rail yards, barge terminals, Port terminals, airports and warehouse/distribution centers.
- GD-P35Strive to minimize disruptions to freight mobility caused by construction (including construction of transportation facilities) in the Duwamish Manufacturing/Industrial Center.
- GD-P36In setting priorities for roadway repairs in the Manufacturing/Industrial Center, consider the importance of those facilities to freight mobility.
- GD-G13Rail service in the Duwamish Manufacturing/Industrial Center remains safe and efficient.

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GD-P37Consider setting speed limits for trains high enough to limit the length

of time trains block streets at grade crossings.

- **GD-P38**Encourage railroad operations in which switching and signals enhance the speed and reliability for passenger and freight trains.
- **GD-G14**Well-maintained streets and facilities serve all the properties in the Duwamish Manufacturing/Industrial Center.
- GD-P39 Encourage a working relationship between the City and property and business owners in the area to identify possible funding sources for non-arterial road and drainage improvements.
- GD-GI 5Sufficient transportation infrastructure, particularly in the northern portion of the Duwamish Manufacturing/Industrial Center, minimizes the transportation impacts of special events on industrial users.
- GD-P40 Encourage the efficient use of transit opportunities, including the E-3 busway, to expedite the movement of event patrons in and out of the Duwamish Manufacturing/Industrial Center.
- GD-P41 Encourage the management of event parking in ways that minimize the impacts on congestion in the Duwamish Manufacturing/Industrial Center.
- **GD-P42**Strive to maintain parking that serves local businesses during special events.

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Toward a Sustainable Seattle

- GD-P43 Strive to maintain sufficient rail spurs to accommodate existing and potential future business needs in the Duwamish Manufacturing/Industrial Center.
- GD-G16The public transit system provides employee access to the Duwamish Manufacturing/Industrial Center while minimizing impacts on freight mobility.
- GD-P44Encourage employees in the Duwamish Manufacturing/Industrial Center to use public transit for commuting to work through means such as employer subsidized bus passes and enhanced transit service.
- GD-P45 Seek to minimize impacts on freight mobility in the design of new or expanded transit facilities in the Duwamish Manufacturing/Industrial Center.

Utilities

- **GD-G17**The network of utilities is sufficient to meet the needs of businesses in the area.
- GD-P46Strive to maintain affordable rates for City-operated utilities serving the Duwamish Manufacturing/Industrial Center.
- **GD-P47**Strive to provide stormwater facilities that help increase pavement durability.

Environmental Remediation

GD-G18Sufficient incentives exist in the industrial area so that the private sector can remedy environmental

contamination and contribute to the expansion of the industrial job base.

Public Safety

- GD-G19The community makes use of crime prevention resources in the Duwamish Manufacturing/Industrial Center and adjacent residential communities to control crime and increase the sense of security in the
- GD-GD-P48 Recognize crime prevention as a significant contributor to economic vitality in the Duwamish Manufacturing/Industrial Center and to the quality of life in the surrounding residential communities.
- **GD-G20**Public investments contribute to a sense of community identity and enhance public safety.
- **GD-P49**Encourage the use of community policing techniques to increase personal safety.
- GD-P50 Consider techniques such as neighborhood identification and wayfinding signs to increase pride in the community and to facilitate navigation through the Duwamish Manufacturing/Industrial Center.



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Toward a Sustainable Seattle

GREEN LAKE

GOALS AND POLICIES

COMMUNITY CHARACTER

- **GL-GI** A vibrant residential urban village with pedestrian-friendly streetscapes that preserve and enhance the unique scale and character of the village.
- **GL-G2** A neighborhood with a safe and attractive pedestrian and bicycle network of streets, districts and corridors.
- **GL-PI** Support zoning designations that will encourage new development to harmonize with the existing historical building, streetscapes and pedestrian-friendly character.
- **GL-P2** Strive to create a vital and identifiable "main street" along Woodlawn Avenue.
- **GL-P3** Encourage linkages between the lake and the commercial district through public open space, such as a public plaza.
- **GL-P4** Strengthen and enhance the existing architectural character and scale of the urban village.
- **GL-P5** Encourage a lively and thriving business core.
- **GL-P6** Strive to create safe and attractive pedestrian network linkages to Green Lake, Sound Transit and other community resources.

- **GL-P7** Encourage commercial facades that are distinctive and that enhance neighborhood character and the overall visual quality of the streetscape.
- **GL-P8** Seek to enhance the visual and pedestrian appeal of key streets radiating form the lake.
- **GL-P9** Encourage improvements that will provide a sense of entry/gateway into the Green Lake neighborhood.

TRANSPORTATION

- **GL-G3** A street system that safely and efficiently accommodates traffic volumes with sufficient capacity, speed.
- **GL-P10** New development should be designed to encourage the use of public transportation and discourage single-occupant vehicular use.
- **GL-PII** Encourage an integrated transportation and transit system with positive impacts on existing uses and long-term redevelopment opportunities.

PARKING

- **GL-G4** An urban village with an adequate parking supply for residents and businesses that does not detract from village character and doe not create significant traffic impacts.
- **GL-P12** Encourage the better use of existing parking and examine new and innovative parking options.

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EDGE OF PAVEMENT

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TRANSIT

- GL-G5 A neighborhood with convenient, predictable and reliable transit service that provides access to surrounding activity areas, adjacent neighborhoods, local transit hubs and regional transit stations.
- **GL-P13** Encourage frequent and reliable transit service.
- **GL-P14** Strive to improve local neighborhood transit and citywide transit connections to Green Lake.
- **GL-P15** Consider alternative transit technology, including the use of smaller buses and vans, on low-ridership routes.

TRAFFIC CALMING

- **GL-G6** A neighborhood with good auto access and safe streets that do not significantly encourage additional traffic, particularly in residential areas.
- **GL-P16** Strive to minimize the impact of automobile and transit traffic on the neighborhood.

BICYCLE ACCESS

- **GL-G7** A neighborhood with safe, efficient bicycle facilities.
- **GL-P17** Improve bicycle safety and access to the neighborhood and regional system for both transportation and recreation purposes.

- GL-P18 Support the development of the bicycle/pedestrian corridor linkages that connect Green Lake to regional trail systems such as the Burke-Gilman Trail.
- **GL-P19** Strive to provide facilities and other improvements for bicycles in the neighborhood.
- **GL-P20** Promote cycling for short to mediumlength trips and commutes to work.

PEDESTRIAN FACILITIES

- **GL-G8** A neighborhood with safe, accessible and enjoyable pedestrian facilities.
- **GL-P21** Provide improvements for good pedestrian access to Green Lake, with particular focus on persons with disabilities, including curb cuts for wheelchair users.
- **GL-P22** Strive to ensure wheelchair accessibility to Green Lake Park.
- **GL-P23** Strive to improve pedestrian access across both Aurora Ave. N. and Interstate 5.

HOUSING

- **GL-G9** An urban village with affordable housing opportunities.
- GL-GIOA neighborhood with housing for a range of income levels that is compatible with the existing single-family character of the neighborhood.
- **GL-P24** Encourage development that is supportive of housing goals and mixed-use development.

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GL-P25 To support the vision of the Green Lake residential urban village and its housing goals and to accommodate growth targets, Midrise 60 zoning is appropriate in the area bounded by Interstate 5, 5th and 6th Avenues NE, NE Maple Leaf Place, and NE 70th Street.

LAND USE

- **GL-GII**A community with neighborhood design guidelines that continue and enhance the desired community character.
- **GL-P26** Seek to preserve scale and rhythm between structures, especially in areas bordering single-family homes.
- **GL-P27** Seek to conserve noteworthy structures and their structural components.

HUMAN SERVICES

- **GL-G12**An urban village with enhanced availability of human services.
- **GL-G13**A neighborhood with a community center that provides meeting and arts facilities and social services for neighborhood residents.
- **GL-P28** Provide community facilities with social and recreation opportunities that match the diversity and demographics of the neighborhood, including the needs of teens and seniors.

GL-P29 Encourage cooperative efforts with the school district to enhance community use of school properties.

PARKS AND OPEN SPACE

- **GL-G14**A neighborhood with green space and other recreation opportunities throughout the planning area that are equally accessible to all residents regardless of disability.
- **GL-P30** Strive to increase the amount of open space in the neighborhood.
- **GL-P31** Enhance the health and quality of vehicle and pedestrian corridors by adding trees and other vegetation.
- **GL-P32** Support the creation of additional recreational activities and increased awareness of and accessibility to recreational resources.

HABITAT ISSUES

- **GL-GI5**A neighborhood with an abundance of native habitat that supports native wildlife.
- **GL-G16**A community with restored and protected natural drainage systems.
- **GL-P33** Pursue open space and habitat improvements opportunities on public lands that provide multiple environmental benefits.
- **GL-P34** Encourage public involvement, appreciation and stewardship of native habitats.
- **GL-P35** Support increased environmental education and interpretation



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- opportunities and public awareness of environmental issues.
- **GL-P36** Support programs for water quality and watershed awareness.
- **GL-P37** Recognize the natural drainage system as a centerpiece of environmental education, habitat restoration and revegetation activities.

ECONOMIC DEVELOPMENT

- **GL-G17**A neighborhood with a vital business community.
- **GL-P38** Recognize the neighbor-friendly character and vitality in the neighborhood's four principal commercial areas.
- **GL-P39** Strive to attract and nurture a positive mix of independent, pedestrian-oriented businesses serving local needs.
- **GL-P40** Encourage businesses and new development to establish and maintain pedestrian gathering areas, such as green space, sculptures, and fountains.

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Toward a Sustainable Seattle

GREENWOOD/ PHINNEY RIDGE

GOALS AND POLICIES

LAND USE AND COMMUNITY CHARACTER

- **G/PR-GI** A vital Greenwood commercial area with a pedestrian-friendly streetscape.
- **G/PR-G2** A neighborhood with vital, pedestrian-friendly main streets that connect all the commercial areas.
- **G/PR-G3** A neighborhood with streets that are green, tree-lined, pedestrian and bicycle-friendly, and contribute to an integrated open space system.
- **G/PR-G4** A neighborhood with public viewscapes and view corridors available for public enjoyment.
- **G/PR-G5** A high-quality living environment with areas of higher densities concentrated where services are located.
- **G/PR-G6** A neighborhood that grows in a manner that is compatible with existing scale and character.
- G/PR-G7 A neighborhood where the scale and character of historical or existing single-family areas have been maintained.
- **G/PR-G8** A neighborhood where public amenities and necessary

infrastructure are focused to areas planned for growth.

- **G/PR-G9** A neighborhood with a strong sense of identity and history.
- G/PR-PI Encourage the conservation of original structures and facades that define Greenwood/Phinney's architectural and historic character.
- G/PR-P2 Encourage integrated design guidelines that promote mixed use development similar to historic neighborhood development patterns as well as a high level of neighborhood design quality, creativity and character.
- G/PR-P3 Seek to strategically place public facilities near the Main Street along Greenwood Ave N and Phinney Ave N and N 85th Street.
- **G/PR-P4** Encourage development in commercial and multi-family zones that is consistent and compatible with neighborhood scale and character.
- G/PR-P5 Encourage easy access by foot, bicycle and transit to the urban village and along the Main Street along Greenwood Ave N and Phinney Ave N and N 85th Street.
- G/PR-P6 Encourage the use of decorative paving, lighting, plantings and benches to encourage a vital and pedestrian friendly main street.
- **G/PR-P7** Seek to provide infrastructure to support growth as and where growth occurs.

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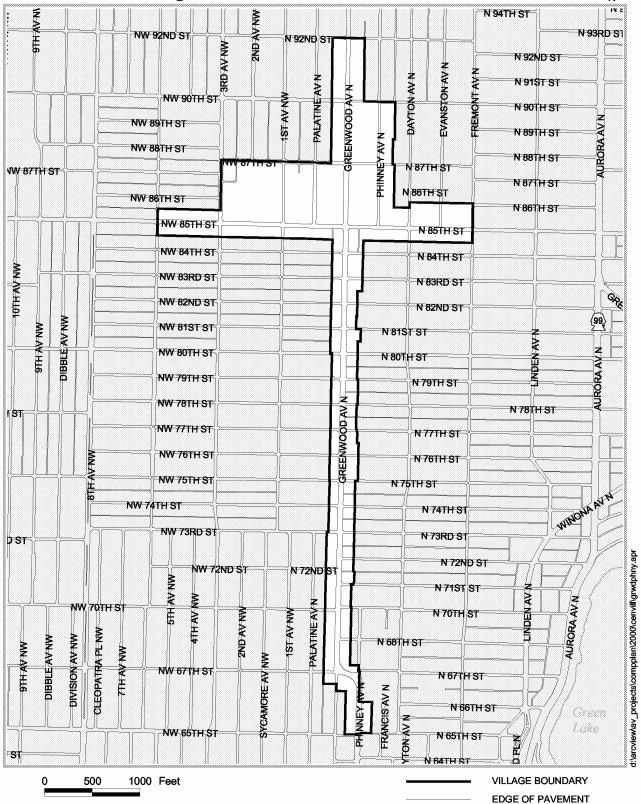
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GREENWOOD-PHINNEY RIDGE Residential Urban Village







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- G/PR-P8 Seek to provide a landscaped civic plaza around the Phinney Neighborhood Association building near the intersection of N 67th Street and Phinney Avenue N.
- G/PR-P9 Strive to preserve the existing public view corridors that characterize the openness of the neighborhood and seek to provide new view corridors where possible.
- G/PR-P10 Consider capital improvements and infrastructure to be important for the commercial area along Greenwood/ Phinney Avenue N from the Woodland Park Zoo to N 105 th street, as well as for the Greenwood/Phinney Ridge Residential Urban Village, because this area provides goods and services to the Greenwood/Phinney Ridge Residential Urban Village and their adjoining residential areas, and is accessible by walking, bicycling, car-pooling, or public transit.

HOUSING

- G/PR-G10 A neighborhood with a varied housing stock and a wide range of affordability that serves a diverse population.
- G/PR-PII Support the development of Accessory Dwelling Units (ADUs) as a means to accommodate planned housing growth.
- **G/PR-P12** Encourage the maintenance of existing viable housing stock for affordable housing.

- **G/PR-P13** Support programs that allow existing owners and renters to stay in their homes.
- **G/PR-P14** Support the development of smaller affordable housing units.

PUBLIC SAFETY

- **G/PR-GII** A neighborhood with a low crime rate, safe streets, no graffiti and lighting for safety.
- **G/PR-P15** Strive to provide excellent police presence in the neighborhood.
- **G/PR-P16** Encourage community involvement in programs and activities that promote public safety.

HUMAN NEEDS AND DEVELOPMENT

- **G/PR-G12** Vibrant arts organizations that are supported and strengthened by the community.
- G/PR-G13 A neighborhood with wellmaintained and strong human service facilities and programs.
- **G/PR-P17** Encourage community involvement in programs and activities that promote the arts.

PARKS, OPEN SPACE AND COMMUNITY FACILITIES

- **G/PR-G14** A neighborhood with active and vibrant neighborhood meeting places.
- **G/PR-G15** A neighborhood with an abundance of opportunities for active and passive recreation.

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- G/PR-G16 A full-service recreational facility that serves the Greenwood/Phinney Ridge urban village.
- **G/PR-G17** A neighborhood with a full service library.
- G/PR-P18 Strive to create and maintain active and vibrant community facilities, such as the Phinney Neighborhood Center and a new community center in Greenwood.
- **G/PR-P19** Provide a variety of opportunities for active and passive recreation in the neighborhood.
- **G/PR-P20** Seek accessibility and attractiveness at all community facilities
- **G/PR-P21** Encourage new development, both public and private, to provide trees and greenery, pedestrian amenities, and improved streetscapes as part of facility design.
- G/PR-P22 Strive to create a variety of green spaces through landscaping with benches or other amenities which encourage people to linger, gather, and converse.
- **G/PR-P23** Encourage the co-location of compatible community programs and activities.
- G/PR-P24 Consider vacant/undeveloped land and surplus city-owned properties, such as Seattle City Light right-ofway, within the neighborhood for recreational use and as green space.

- G/PR-P25 Encourage a network of bikeways and walkways that are safe, clearly identifiable and attractive which connect neighborhoods to parks, neighborhoods to neighborhoods, and commercial areas to open space.
- **G/PR-P26** Explore mechanisms, including LIDs, as an option to fund comprehensive infrastructure improvements.

ENVIRONMENT

- G/PR-G18 A neighborhood that protects and improves ecological and environmental health and that supports environmental awareness.
- **G/PR-G19** Neighborhood streets with good storm drainage.
- **G/PR-P27** Strive to increase infiltration of runoff by minimizing the use of impermeable surfaces.
- **G/PR-P28** Encourage the development of systems that both control runoff and improve water quality.
- **G/PR-P29** Seek to mitigate storm overflow surges into Pipers Creek and other waterways.
- **G/PR-P30** Strive to improve the ecological function of Pipers Creek.
- **G/PR-P31** Promote environmental education and outreach in the neighborhood.



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Toward a Sustainable Seattle

TRANSPORTATION

- G/PR-G20 A neighborhood with adequate offstreet parking facilities throughout the commercial area.
- G/PR-G21 A neighborhood where heavily traveled streets are pedestrian friendly and attractively landscaped.
- **G/PR-G22** A neighborhood with efficient and safe traffic flow and numerous safe pedestrian crossings.
- **G/PR-G23** A neighborhood circulation system that minimizes vehicular traffic impacts on residential areas.
- G/PR-G24 A neighborhood with convenient, and frequent transit service that provides access to neighborhood commercial and activity areas, adjacent neighborhoods, local transit hubs and regional transit stations.
- **G/PR-G25** A neighborhood with a variety of available transportation modes.
- **G/PR-G26** Neighborhood streets with adequate and safe public walkways.
- G/PR-P32 Strive to minimize the negative impacts of parking and vehicular access on residential streets.
- G/PR-P33 Strive to implement a street tree program with priority on the most visible locations such as along arterials and in commercial areas.
- **G/PR-P34** Seek to extend the regional trail systems that link to the Burke-Gilman Trail.

- **G/PR-P35** Strive to "green" N and NW 85th Street within the commercial area.
- G/PR-P36 Strive to ensure safe and convenient pedestrian access across and under Aurora Avenue N. to Green Lake Park.
- **G/PR-P37** Seek transit operations that move traffic more efficiently, and have convenient pedestrian access to transit stops.
- G/PR-P38 Seek to coordinate traffic signals throughout the neighborhood and to improve traffic flow at 85th Street and Greenwood Avenue N.
- G/PR-P39 Encourage new development to be designed in ways that encourage the use of public transportation and discourage single-occupant vehicular use.
- G/PR-P40 Encourage additional transit opportunities, such as a shuttle service to link with other transit and shuttle routes, and tie in with the proposed Sound Transit light rail system.
- G/PR-P41 Look for opportunities to link existing and future public parking facilities with shuttle and bus systems as well as pedestrian walkways as an incentive to minimize local neighborhood car trips.
- **G/PR-P42** Strive to provide improvements for pedestrians to cross busy streets at selected locations, with particular focus for persons with disabilities.

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G/PR-P43 Encourage the participation of the community in the planning and prioritizing of transportation improvement projects such as walkways, traffic calming, bike and pedestrian trails, transit facilities and traffic signal timing, traffic capacity distributions and modifications and others.

G/PR-P44 Strive to provide public walkways on streets where they are needed and in areas prioritized by the neighborhood with an emphasis on the Main Streets along Greenwood Ave N and Phinney Ave N and N 85th Street.

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Toward a Sustainable Seattle

MLK @ HOLLY STREET

GOALS AND POLICIES

LAND USE AND HOUSING

- MLK-GI A neighborhood that has a broad range of land uses to respond to the diverse needs of the community and to encourage neighborhood sustainability, including residential, commercial, retail, service, cultural, and open space uses.
- **MLK-G2** A balance of both single family and multi-family housing that is both for rent and owner-occupied.
- **MLK-PI** Encourage well designed residential infill development to increase the housing supply.
- MLK-P2 Encourage well designed multifamily development to contribute to the development of a mixed use town center development.
- MLK-P3 Increase opportunities for homeownership by working with Holly Park Redevelopment, HomeSight, lenders, and developers.
- **MLK-P4** Encourage the preservation of affordable housing resources through rehabilitation of existing single family residences.
- MLK-P5 Encourage lenders to design mortgage programs, products, and educational materials that meet the needs of a diverse neighborhood.

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- MLK-P6 Encourage the development of senior housing and supportive services to allow elders to continue to live in the neighborhood.
- MLK-P7 In partnership with local, state, and federal agencies, ensure the preservation of a supply of subsidized housing units in the neighborhood.
- MLK-P8 Encourage service providers and managers to improve security and physical condition of existing transitional housing to better integrate this housing into the surrounding neighborhood.
- **MLK-G3** The Sound Transit light rail station forms the heart of a transitoriented, mixed-use town center.
- MLK-P9 Encourage a range of affordable and market rate residential uses in the upper stories of the mixed use development within short walking distance of a light rail station.
- MLK-P10 Design the light rail station as a gateway with appropriate transitions to the MLK @ Holly Street Residential Urban Village.
- MLK-G4 The MLK @ Holly Street Residential Urban Village has a balanced system of parks, recreational facilities, and open spaces that responds to the recreational, cultural, environmental, and aesthetic needs of all segments of the neighborhood.





MLK AT HOLLY ST. Residential Urban Village S FINDLAY ST ATH AVS RD AV S FINDLAY ST S AY H JUNEAU TR'S S ORCAS S S ORCAS ST S MEAD ST S JUNEAU ST SHAFFER AVS S JUNEAU ST S JUNEAU ST AYMOND ST S KENNY S S RAYMOND ST SRAYMON S RAYMOND ST S SPENCER ST S RAYMOND ST DEACON AV S 46TH AV S 30TH AVS 31ST AVS S SPENCER ST S SPENCER ST တ S BATEMAN ST SHAFFER AV S GRAHAM ST S EDDY ST S EDDY ST SOTH AV SE S ANGEL PL S MONTEREY S MORGAN ST 33RD AV S MORGAN ST SWARSAW S MORGAN ST S WARSAW ST S WARSAW ST ST S HOLLY ST S HOLLY ST S HOLLY ST MIKINGIRWYS A.S 15TH AVS 27TH AVS S MANASSELT CT SBRIG S WILLOW ST COVELLO DR S S FRONTENAC S S MYRTLE ST S MYRTLE ST S MYRTLE ST 38TH AV S 42ND AV S 45TH AV S SOF S OTHELLO ST S OTHELLO ST <u>5</u> 35TH AV S d:\arcview\av_projects\compplan\2000\cenvill\mlkholly.apr S FONTANELLE ST S A HES AL HOLLY PARK DRS S WEBSTER ST \$ WEBS S AUSTIN ST S AUSTIN ST S HOLDEN ST NOLDEN ST S PORTLAND ST S CHICAGO ST S BOZEMAN ST S KENYON ST S KENYON ST S MONROE ST 1000 Feet VILLAGE BOUNDARY 500 **EDGE OF PAVEMENT**



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- MLK-PII Coordinate with other public and private agencies, organizations, and individuals to plan, develop, operate, maintain and enhance park and recreational facilities.
- MLK-P12 Ensure the highest levels of public safety in parks through partnerships with local organizations and law enforcement, defensible design, lighting, and landscaping.
- MLK-P13 Encourage the development of pocket parks throughout the neighborhood in unopened rights-ofway and other surplus public property.
- **MLK-P14** Use the P-patch program as a means of increasing open space and neighborhood amenities.

ECONOMIC DEVELOPMENT

- MLK-G5 The retail and commercial core of the MLK @ Holly Street Residential Urban Village is an attractive and vibrant area for neighborhood residents and visitors.
- MLK-P15 Encourage development and redevelopment that provides a greater range of products and services to serve the neighborhood.
- MLK-P16 Promote retail, restaurant and entertainment uses that are pedestrian oriented and provide a high level of street activity.
- MLK-P17 Strive to develop pedestrian amenities to link commercial areas, transportation facilities, residential areas and parks.

- MLK-G6 The MLK @ Holly Street Residential Urban Village has vibrant commercial areas with a diverse economic base, family wage jobs, and a variety of employment opportunities for area residents.
- MLK-P18 Facilitate the establishment and development of small businesses as important contributors to the local economy through financial and technical assistance.
- MLK-G7 A continuum of educational, training, skills enhancement, and placement opportunities, readily available to neighborhood residents and workers, is responsive to the changing needs of the work place locally and regionally.

TRANSPORTATION

- MLK-G8 The neighborhood has a safe and efficient multi-modal transportation system which supports land use goals and adequately serves the future growth and development of the MLK @ Holly Street Residential Urban Village.
- MLK-G9 Improve circulation within the existing capacity of the arterial street system to provide cost effective mobility and minimal neighborhood disruption.
- MLK-GIOThere are safe and convenient pedestrian and bicycle transportation alternatives to and from residential areas, parks, schools, civic buildings, and commercial and employment areas.

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MLK-P19 Mitigate the impact of arterial traffic on pedestrian activity and ensure the safety of pedestrians by providing pedestrian amenities along arterials.

MLK-P20 Work with community to identify measures for residential streets, such as traffic circles, on-street parking, and street trees to mitigate impacts from nearby arterials.

PUBLIC SAFETY

MLK-GIIA neighborhood that is and feels safe.

MLK-P21 Work in partnership with the community and other agencies to identify public safety "hot spots" and appropriate courses of remedial action such as Block Watch programs, security lighting, and the Holly Park Merchants Assoc. Business Watch.

COMMUNITY BUILDING

MLK-G12Develop a clear identity of the MLK
@ Holly Street Residential Urban
Village that reflects the diverse
cultural and ethnic mix of residents
and businesses.

MLK-P22 Encourage property and business owners to enhance and maintain the cleanliness and appearance of residential and commercial areas.

MLK-GI3A tightly knit community where people know how to and want to get involved in community activities.

MLK-P23 Improve the availability of and access to community facilities for local organizations in the MLK @ Holly Street Residential Urban Village.



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Toward a Sustainable Seattle

MORGAN JUNCTION

GOALS AND POLICIES

Community Character

MJ-GI An attractive community where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities and where views and community character are protected.

Traffic and Transportation

- MJ-G2 A community that is conveniently accessible by transit and automobile, and where walking and biking are an integral part of the transportation system.
- **MJ-PI** Seek to develop design modifications for Fauntleroy Way so that it is more integrated aesthetically.
- MJ-P2 Enhance pedestrian access and vehicle and bicycle mobility throughout the neighborhood, with particular attention to the Fauntleroy Way, the California Avenue SW, and the 35th Avenue SW corridors.
- **MJ-P3** Encourage pedestrian and bicycle linkages to other Seattle neighborhoods.

Parks and Open Space

MJ-G3 A community with an appealing nature, with attractive landscaping and pleasant parks and gathering places where walking and biking are easy and enjoyable.

- MJ-P4 Seek future open space opportunities and acquisitions to provide additional "breathing room" to the Morgan Junction neighborhood.
- MJ-P5 Seek to keep unused and unimproved street rights-of-way and alleys in City ownership, eliminate encroachment on these areas, and identify them with clear public signage to encourage public use.
- MJ-P6 Seek opportunities within the business district to provide additional open space and to create open space/plazas that serve as community gathering places.
- MJ-P7 Encourage the creation of open spaces in conjunction with pedestrian and bicycle linkages throughout the neighborhood.
- MJ-P8 Seek opportunities to reclaim unneeded portions of public rights-of-way to develop open space and trails where appropriate and support the "Green Crescent" concept described in the Morgan Junction Neighborhood Plan.
- MJ-P9 Seek opportunities to revegetate parks and open spaces with native plants and reintroduce native plant species to appropriate habitats.
- MJ-P10 Support the development of distinctive neighborhood gateways at north and south entries into the Morgan Junction neighborhood and business district with associated open space and/or landscaped areas and signage.

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MORGAN JUNCTION Residential Urban Village 40TH AV SW CALIFORNIA AV SW 46TH AV SW 45TH AV SW 42ND AV SW 41ST AV SW FAUNTLEROY WY SW 39TH AV SW SW RAYMOND ST SW GRAHAM ST DY ST אינים יסו ויאבר אא אא N BEVERIDGE PL FAUNTLER OY WY SW MORGANS CALIFORNIA AV SW BEVERIDGE PL SW 44TH AV SW **12ND AV SW** 41ST AV SW 40TH AV SW SW WARSAW ST 37TH AV SW HOLLY PL. SW 38TH AV SW SW WARSAW SW HOLLY ST SW HOLLY ST d:\arcview\av_projects\compplan\2000\cenvill\mrgjnctn.apr PARSHALL PL SW 39TH AV SW SW WILLOW ST HEIGHTS AVSW SW MILLS ST SW FRONTENAC ST SW FRONTENAC ST SW FRONTENAC ST SW MYRILE ST SW MYRTLE ST SW MYRTLE ST 500 1000 Feet VILLAGE BOUNDARY EDGE OF PAVEMENT



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MJ-P11 Seek to provide safe, green, and aesthetically pleasing arterial streets through the neighborhood with improvements focused on Fauntleroy Way SW and California Avenue SW.

Business District

- **MJ-G4** A community with a vital commercial district which provides restaurants, stores and services to meet the needs of local residents.
- MJ-P12 Strive to balance the goal of a compact urban village with the need for adequate parking, traffic circulation and pedestrian safety on neighborhood streets.

Housing and Land Use

- **MJ-G5** A community with strong single-family neighborhoods and compatible multifamily buildings offering a wide range of housing types for all people.
- MJ-P13 Maintain the character and integrity of the existing single-family zoned areas by maintaining current single family zoning both inside and outside the urban village on properties meeting the locational criteria for single-family zones.
- MJ-P14 Ensure that use and development regulations are the same for single-family zones within the Morgan Junction Urban Village, as those in corresponding single-family zones in the remainder of the Morgan Junction Planning Area.

- MJ-P15 The special Lowrise 3 (L3) and Lowrise 4 (L4) locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply, in the Morgan Junction Residential Urban Village
- MJ-P16 Strive to achieve adequate levels of parking for new commercial, mixed-use and multi-family buildings and use other parking management techniques that minimize spillover parking into residential areas.
- MJ-P17 Encourage parking standards for new multi-family development that reflect the ratio of vehicle ownership per multi-family dwelling unit in Morgan Junction.
- MJ-P18 Encourage parking standards for new development that reflect the proportion of compact cars registered in the City of Seattle, based on Washington Department of Licensing data.
- MJ-P19 Explore methods to discourage increasing height limits in the commercial and multifamily zones above the currently existing levels and encourage developers of new multifamily and commercial buildings to locate mechanical, heating, ventilation and air conditioning equipment within the envelope of the building structure.
- MJ-P20 Support and promote existing programs and policies that help low and fixed income people, especially seniors, retain ownership of their homes.

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- **MJ-P21** Encourage the preservation of well-managed low-income housing both inside and outside the urban village.
- **MJ-P22** Promote home ownership for people of diverse backgrounds and income levels, and encourage a wide range of building styles.
- MJ-P23 As provided in city-wide
 Comprehensive Plan housing policy,
 and as implemented through the City's
 Consolidated Plan, consider the
 proximity of existing publiclysupported housing to the Morgan
 Junction Urban Village when
 considering the location of additional
 publicly supported housing.

Community and Culture

- MJ-G6 A community that has a distinctive flavor in arts and culture, yet integrates with the overall arts and culture community in West Seattle.
- **MJ-P24** Support the provision of public art throughout the business district and in new public spaces.
- **MJ-P25** Seek opportunities to develop public gathering spaces.
- MJ-P26 Encourage human services providers to work closely with neighborhood organizations in coordinating programs that benefit consumers and the larger community.
- MJ-P27 Strive to improve library services to better serve the Morgan Junction community.

MJ-P28 Support community activities for children, teens and families.

Public Safety

- **MJ-G7** A safe community with active crime prevention programs and a strong police presence.
- **MJ-P29** Use the new SW Police Precinct to improve public safety services in the Morgan Junction.
- MJ-P30 Promote the use of Crime Prevention Through Environmental Design (CPTED) techniques in the development of new open space sites, pedestrian trails and traffic improvements.
- MJ-P31 Seek to improve communication between individuals, organizations, and communities dealing with safety issues.
- **MJ-P32** Strive to provide responsive solutions to address public safety service issues as identified by neighborhood groups.

Capital Facilities

- MJ-G8 A neighborhood with public facilities that are assets to both the neighborhood and community activities.
- MJ-P33 Seek to involve the Morgan Junction community in planning efforts for the use of public facilities in the planning area.



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- MJ-P34 Encourage the maintenance and continued use of public facilities as necessary to ensure they remain assets to the neighborhood and preserve their historic value.
- MJ-P35 Encourage the retention and re-use of public facilities within the Morgan Junction neighborhood that would serve long-term goals and needs of the community.

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NORTH BEACON

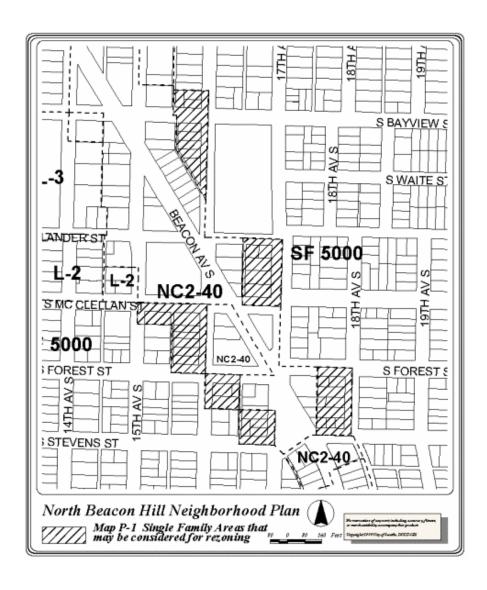
GOALS AND POLICIES

LAND USE AND HOUSING

NBH-GI A well-defined mixed-use residential urban village that provides future housing opportunities and enhances the lives of Beacon Hill residents.

NBH-PI

Establish methods to focus future growth to areas within the urban village best served by existing and future transit and community services. As part of this effort, consider NC2/R-40 as well as less intensive commercial and multifamily zoning in areas abutting existing NC2 zones, including consideration of upzoning single-family zoned areas approximately as shown on attached Map P-1.



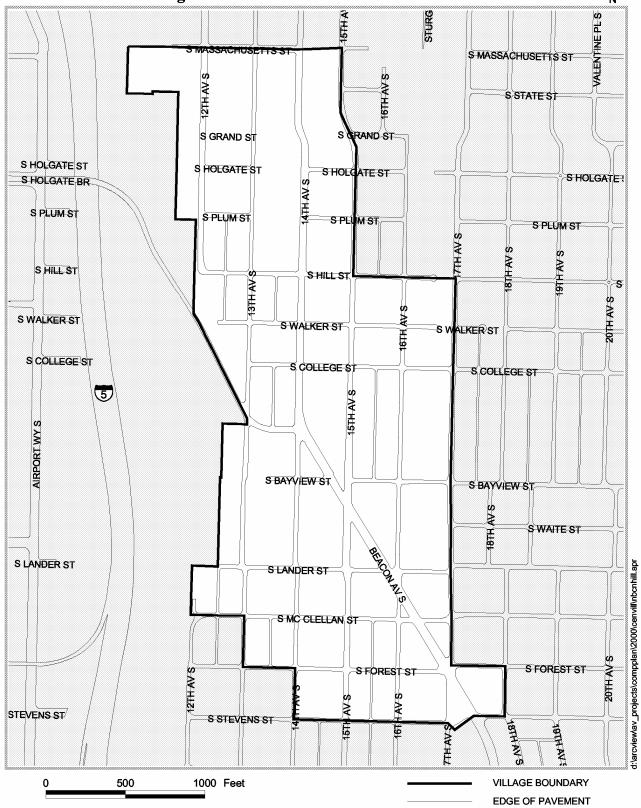


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NORTH BEACON HILL Residential Urban Village





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NBH-P2 To enable any implementation of rezoning to be considered under Policy PI, that portion of Beacon Avenue South located within the boundaries of the North Beacon Hill Residential Urban Village is designated a principal commercial street.

NBH-P3 Provide for a more diverse mix of housing types and densities, especially in the northern portion of the North Beacon Hill neighborhood.

NBH-P4 Seek to maintain the character of low density multifamily areas in the northern portion of the urban village while providing opportunities for additional mixeduse residential development in the retail core in the southern portion of the urban village.

NBH-P5 Recognize areas within the urban village where future growth will support economic development of small neighborhood businesses and mixed-use residential buildings.

NBH-P6 Support City housing initiatives such as the Mayor's Housing Agenda recommendations and housing demonstration projects for affordable housing through design innovations for Accessory Dwelling Units (ADUs) and Residential Small Lot (RSL) zoning.

LIBRARY SITING

NBH-G2 A neighborhood with a library in the "heart" of the neighborhood which will be consistent with the

community-based siting criteria including improved pedestrian safety, improved transit access, visibility, and compatibility with neighborhood character and support the educational and informational mission of the library system.

NBH-P7 Recognize the importance of the library as a focal point for a community with an ethnically diverse population, a significant number of whom are young, and its role as a symbol of pride and identity.

NBH-P8 Support a new library design that is highly visible, incorporates opportunities for open space or civic gathering areas, and is a reflection of the diverse cultural and historic fabric.

TRANSPORTATION

Pedestrian Improvements

NBH-G3 An urban village that is a pleasant place to walk and use alternative transportation, where streetscapes are lively, friendly places, and where roadways are seen as public access for walkers, bicycles, and buses as well as cars.

NBH-P9 Create enhancements to pedestrian safety along key pedestrian streets within the urban village and discourage barriers to those improvements.

NBH-P10 Seek improvements, such as crosswalks, pedestrian activated



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crossing signals, signage, curb bulbs or other devices that will improve pedestrian safety along Beacon Avenue, that support increased access to shopping and transit.

NBH-PII Provide for improved and safe pedestrian access to a new North Beacon Hill Library through the location and design of the library and surrounding streets and walkways.

Transit Service

- NBH-G4 An urban village with transit service that serves the needs of the existing population and also provides for improvements to serve the neighborhood's projected population growth.
- NBH-G5 An urban village with an established neighborhood station and transit linkages to all other alternative transit modes available.
- NBH-P12 Recognize the current high levels of transit ridership on North Beacon Hill and support improvements to transit systems to encourage continued transit ridership and less reliance on the automobile.
- NBH-P13 Strive to improve transit connections within Beacon Hill and to and from other neighborhoods to create a seamless transportation network for the neighborhood.
- NBH-P14 Support the effort by King County Metro Transit to improve the transit system in and around Beacon Hill.

Traffic Calming

- NBH-G6 A residential urban village in which neighborhood traffic functions efficiently and safely and in which traffic calming devices that improve pedestrian safety are placed at strategic locations.
- **NBH-G7** Recognize the link Beacon Avenue Boulevard provides through the entire neighborhood planning area.
- NBH-P15 Recognize the existing residential character of many streets within the urban village and support mechanisms to protect these streets from increased traffic.
- NBH-P16 Strive to implement neighborhood traffic calming control devices and strategies that protect local residential streets from through traffic, short-.cutting, high volumes, and high speed traffic as growth occurs within the urban village.
- NBH-P17 Recognize the unique topography and location of North Beacon Hill and its connections to major arterials, freeway access points, and new sports-stadium destinations and seek ways to mitigate the resulting traffic impacts on residential street systems.
- NBH-P18 Recognize the unique conditions along Beacon Avenue as it cuts diagonally across the regular north/south and east/west street grid and creates irregular intersections and difficulties for pedestrian crossings.

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- NBH-P19 Enhance streetscapes on Beacon Avenue and provide pedestrian and bicycle improvements that will contribute to an improved image of the business district.
- **NBH-P20** Encourage improvements on Beacon Avenue that enhance its functional use and physical appearance.

OPEN SPACE AND URBAN DESIGN

- NBH-G8 An urban village that provides open space amenities and utilizes design guidelines for future development that benefits the neighborhood and contributes to a livable environment.
- NBH-G9 An urban village with a "sense of place" created through open space and urban design elements for residential areas and an improved overall business district image and identity.
- NBH-P21 Seek to create additional public open space amenities within the urban village through future public acquisition and encourage the inclusion of public open space in private development.
- NBH-P22 Recognize that public streets are part of the open space network within the urban village and strive to improve the physical character and quality of the key pedestrian streets.
- **NBH-P23** Consider the development of pedestrian and bicycle trails

- through publicly owned greenbelts throughout North Beacon Hill.
- NBH-P24 Develop, through public programs and public/private partnerships, at key locations within the commercial core along Beacon Avenue, small civic open spaces, gateways, landscaped features and pedestrian streetscape amenities.

PARKS & RECREATION

- **NBH-G10** A neighborhood with parks that serve the needs of both regional and local users.
- NBH-P25 Explore and support opportunities to increase usable open space in parks that serve the neighborhood, including at Jefferson Park.
- **NBH-P26** Seek to preserve scenic views from parks located within the neighborhood.
- **NBH-P27** Encourage opportunities for public art within the neighborhood's parks.



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NORTH NEIGHBORHOODS

GOALS AND POLICIES

GETTING AROUND

NN-GAI A comprehensive multi-use, neighborhoods-oriented transportation network integrates with regional and intra-city transportation systems and services.

NN-PI Reduce the impact of cut-through traffic in neighborhoods and use neighborhood input in selecting and designing mitigation measures.

NN-P2 Strive to create safe pedestrian ways, especially for children walking between schools and transit stops on Lake City Way, NE 125th Street, and 15th Avenue Northeast.

NN-P3 Improve access from residential neighborhoods to the Civic Core and the business district.

NN-P4 Enhance opportunities for non-motorized travel in the planning area, tailoring pedestrian improvements to neighborhood desires, community needs, and topographic and environmental considerations.

NN-P5 Require installation of curbs, gutters, and sidewalks as part of any new multi-family or commercial development in the planning area along both residential and arterial streets that

meets threshold standards established in the City's Street Improvement Manual. Encourage the installation of sidewalks, curbs, gutters, and sidewalk lighting for any new or substantially renovated multi-family or commercial development in the planning area along both residential and arterial streets.

LAKE CITY WAY

NN-LCW I Lake City Way has a pleasant, safe "boulevard" look and feel that accommodates both local and through traffic and transit as well as pedestrian use.

NN-P6 Along Lake City Way, seek to retain on-street parking and existing driveway access. Where safety problems exist, seek to redesign driveway access.

NN-P7 Minimize the 'dividing' effect of Lake City Way on the business district and the community.

NN-P8 Establish a pedestrian-friendly atmosphere and 'boulevard' look and feel for Lake City Way.

NN-P9 In conjunction with maintenance or improvements to Lake City Way, seek to preserve, repair or re-establish adjacent riparian and wetland systems.

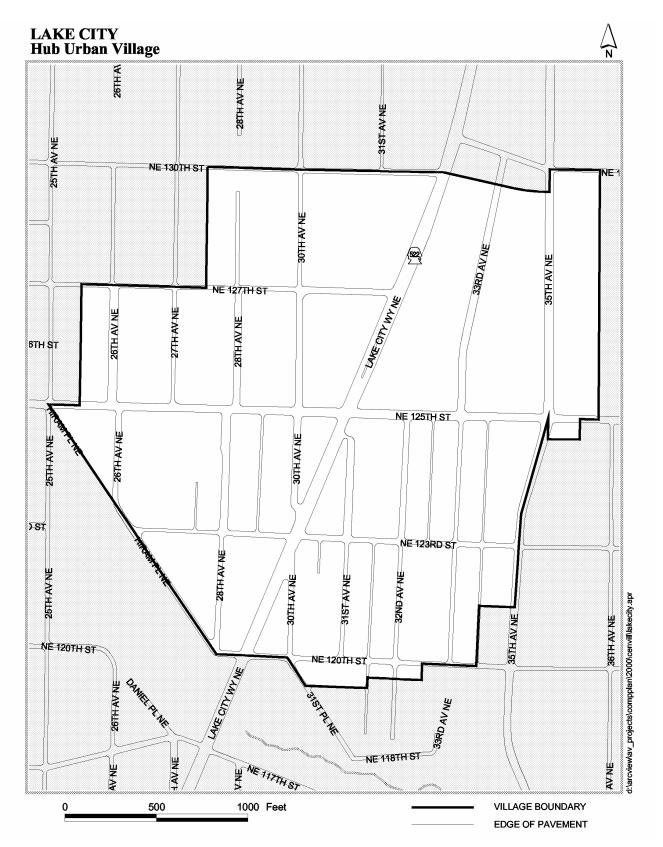
NN-P10 Using neighborhood input, develop bike routes through the planning area to eliminate the need for bicyclists to travel on Lake City Way.

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CIVIC CORE

NN-CCI A cluster of public community facilities is conveniently located and serves the area's projected population.

NN-PII Consider co-location, consolidation and expansion of community facilities and property.

NN-P12 Provide walking and biking paths inside and to the Civic Core.

BUSINESS, ECONOMIC DEVELOPMENT

NN-BED1 New businesses and employers are attracted to the Lake City business district and new private commercial investment is stimulated.

NN-P13 Provide infrastructure that will support current business and residential population as well as future growth.

NN-P14 Strive to "underground" utilities when sidewalk and street improvements are made within the planning area.

NN-P15 Support and encourage homebased businesses in residential areas while protecting the neighborhood character.

COMMUNITY NETWORKS

NN-CNI Opportunities exist for effective civic involvement by individuals and organizations throughout the planning area.

NN-P16 Maintain the open and inviting character of community councils and the North District Council so persons and organizations of the planning area will feel encouraged toward civic participation.

NN-P17 Build on existing programs and resources, creating new programs or efforts only to fill gaps which existing programs and resources cannot provide.

PUBLIC SAFETY AND CRIME PREVENTION

NN-PSCP1 A perception and reality of security and safety exists throughout the planning area.

NN-P18 Support programs and facilities that effectively address the causes of crime and prevent crime and public safety problems.

NN-P19 Use design standards to provide safe pedestrian and bicycle travel.

NN-P20 Use environmental design techniques and guidelines to reinforce crime prevention

NN-P21 Provide appropriate levels of police and fire protection to all places within the planning area.

NN-P22 Seek to identify and remedy known crime problems as they develop.

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NATURAL SYSTEMS

NN-NSI The area's watershed, green areas, and habitat corridors are preserved and improved.

NN-P23 Strive to avoid the degradation of natural systems.

NN-P24 Strive to avoid land use actions that negatively affect sensitive ecosystems and natural systems. When avoidance is not possible, employ effective natural mitigation methods and try to find ways to take protective measures.

NN-P25 Encourage and support businesses and industries that employ sound environmental practices.

OPEN SPACES

NN-OSI Parks, public recreation facilities and community areas are safe, clean, multi-use wherever possible, and responsive to local needs.

NN-P26 Support the provision of usable open space at 1/2 mile intervals.

NN-P27 Act cooperatively with community councils, neighborhoods, appropriate City departments and the Seattle School District in the development of joint-use or other types of cooperative agreements.

NN-P28 Foster mutual support and reciprocity by urging schools in the planning area to proactively seek partnership with neighborhood residents and community councils.

NN-P29 Encourage the development of transit-connection waiting areas and access routes that are safe, pleasant, and augment open space resources.

NN-P30 Encourage the inclusion of publicly accessible gathering areas or provide for such areas in a nearby location in developments of one block or larger size.

NN-P31 Encourage the inclusion of rooftop and/or common area courts devoted to green open space and/or children's play areas in multi-family developments of six or more family units.

NN-P32 Strive to make all parks and public gathering spaces ADA accessible.

HUB URBAN VILLAGE

NN-HUVI A unique urban area fosters business vitality, sense of community, and strong connections to surrounding neighborhoods and businesses.

NN-P33 Support the use of regulatory tools, including zoning, that promote vibrant, pedestrian oriented development.

NN-P34 The special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply, in the Lake City Hub Urban Village.

NN-P35 New multi-family housing in commercial zones in the HUV will



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be mixed-use, with a nonresidential use on the street level.

NN-P36 Encourage new development in the HUV to include adequate provision for the needs of pedestrians.

HOUSING DEMAND

NN-HD A mixture of high quality housing exists and the established residential areas are protected from encroachment by and impacts of other uses.

NN-P37 Encourage development of nonsingle family parcels adjacent to single family zoning to provide transitions or buffers adequate to protect the single-family area from adverse impacts.

NN-P38 Encourage innovative and affordable housing types responsive to market demand and neighborhood desires, including live/work, studio, and in-home business.

NN-P39 This policy is to be considered in the review of future rezones in the area defined by 15th Ave NE on the west, NE 95th Street on the south, NE 145th Street on the north, and Lake Washington on the east. Rezones are not favored by this neighborhood plan if they would:

increase the permitted density of residential or commercial use (except for rezones from C to NC zones);

increase the permitted bulk or height of structures

change a neighborhood commercial (NC) to a commercial (C) zone; or

change a commercial to an industrial zone.

This policy shall not apply to rezones proposed in close proximity to a high capacity transit station outside of the urban village. Any rezone should be done in cooperation with the community.

HUMAN SERVICES

NN-HSI Human services serve current and future populations.

NN-P40 Seek to acquire land for capital facilities and other resources in anticipation of population growth, based on demographic projections.

NN-P41 Periodically assess the effectiveness of current services through means such as community reviews or performance audits.

DESIGN REVIEW

NN-DRI Significant community influence over the quality, function and appearance of future development is accomplished through effective use of design review guidelines.

NN-P42 Require design review for all multifamily and commercial development meeting Design Review Program thresholds, in the

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zones to which the Design Review Program applies, anywhere in the North Neighborhoods' planning area.

NN-P43 Seek to protect existing riparian and wetland areas and re-establish interrupted systems.

NN-P44 Seek to provide clear, safe separation of pedestrian and vehicular areas on all arterials and within the HUV.

NN-P45 Provide amenities along sidewalks which are attractive and safe.



NORTH RAINIER

GOALS AND POLICIES

TOWN CENTER

- NR-GI A Town Center with the highest densities in the neighborhood that is well connected with the regional light rail station, consists of housing and vital commercial activities, provides living-wage employment opportunities, is pedestrian and bicycle-oriented, and has attractive streetscape and amenities.
- NR-PI Recognize the "Town Center" as the area where the neighborhood would like to use land use and zoning designations that facilitate transit-oriented development to assemble and finance the type of development envisioned by the neighborhood around the light rail station, and strive to facilitate the vitality of existing businesses that help meet the neighborhood's employment goals.

NEW HOUSING FOR NORTH RAINIER

- NR-G2 Housing in the neighborhood which meets community needs and makes a compatible transition from higher-intensity mixed-use and multifamily residential to single family areas.
- NR-P2 Seek to promote the highest intensity residential development in the proposed "Town Center." Encourage the "Town Center" to be the focal point of mixed-use commercial and residential development. Encourage additional multifamily or mixed-use

development in the following areas: south of the Rainier/ MLK intersection within the urban village, and continue south toward Rainier Valley Square Shopping Center; and in vacant parcels located east to 23rd Avenue S and west to 17th Avenue S around the intersection of Massachusetts Street and Rainier Avenue South.

- NR-P3 Seek to maintain single-family zoned areas within the urban village, but allow rezones to Residential Small Lot to encourage cluster housing developments and bungalow courts. Any single-family zoned area within the urban village is appropriate for any of the Residential Small Lot (RSL) designations, provided that the area meets other requirements of the land use code rezone evaluation criteria for rezones of single-family zoned land.
- NR-P4 Seek partnerships with local social service providers, and continue to develop programs such as down payment assistance to develop.affordable and attractive home-ownership opportunities in the North Rainier Valley.

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EDGE OF PAVEMENT

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NR-P5 Seek to use design guidelines within the North Rainier Hub Urban Village to promote mixed-use, townhomes, and higher-density development which accommodates the anticipated growth, while promoting the development of well-designed structures that respond to the physical character and environment of the neighborhood. Seek to avoid suburban "tract home style" developments that detract from the character of some North Rainier's single-family neighborhoods.

ENCOURAGING PEDESTRIANS AND BICYCLISTS

NR-G3 A neighborhood served by a network of streets with amenities for pedestrians and bicyclists.

RAINIER AND MLK STREETSCAPES

- NR-G4ADevelopment of Rainier Avenue
 South as a highly functioning multimodal boulevard-style street which
 serves as the spine of the Rainier
 Valley, and retains its existing vistas
 of Mount Rainier.
- NR-G4BDevelopment of Martin Luther King Jr. Way as a landscaped boulevard-style street, and part of the neighborhood's network of streets with amenities for pedestrians, bicyclists, and transit riders.

RECLAIMING NORTH RAINIER'S OLMSTED PARKS AND BOULEVARDS

NR-G5 Cheasty Boulevard and Greenbelt has been reclaimed and developed in a

manner consistent with the 1909 Olmsted Parks and Boulevards Plan.

NR-P6 Seek to preserve environmentally sensitive hillsides, particularly those in the Cheasty Greenbelt, and seek to protect them from further residential development.

COMMUNITY SERVICES NODE

- NR-G6 The transportation and housing needs of residents of North Rainier's community service facilities are met.
- NR-P7 Seek to meet the transit, access, and housing needs of users of North Rainier's community service facilities.
- **NR-P8** Encourage housing and employment opportunities for people with special needs.

ECONOMIC DEVELOPMENT

- **NR-G7** The neighborhood retains sufficient zoning capacity to facilitate employment growth.
- NR-P9 Seek to maintain the general commercial zoning that is outside the proposed Town Center in order to provide a land supply that promotes higher-wage manufacturing, distribution, and office and professional employment.
- NR-G8 A local economic climate in which North Rainier's unique small businesses can remain economically viable.

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COMMUNITY LIFE

- NR-G9 North Rainier Valley's network of parks, recreational facilities, open spaces, and arts and culture programs are functioning and are well utilized.
- NR-G10North Rainier is known as a safe and hospitable neighborhood through its residents' increased awareness of community-based crime prevention programs.
- NR-P10 Enhance community pride through multicultural community festivals, youth mentoring, and other youth programs
- NR-PII Seek ways to enhance North Rainier's built environment through actions such as neighborhood-wide clean-ups and "adopt-a-street" programs, rehabilitation and reuse of old or historic buildings, and through reclaiming public land for public use (i.e., street ends, planting strips, and City-owned vacant lots and buildings).
- NR-P12 Seek to promote community improvement projects that can be acted upon through community-based efforts, as well as through public investment.

TRANSPORTATION AND TRANSIT SERVICE FOR NORTH RAINIER

- NR-GII Good connections between the North Rainier Valley, Mount Baker, and the Beacon Hill that strengthen usage of the Link Light Rail station.
- NR-G12Neighborhoods adjacent to Rainier Avenue S and MLK, Jr. Way have

- effective traffic circulation and have implemented traffic calming strategies/facilities.
- NR-P13 Promote alternative transportation programs, such as bicycle commuting, local hiring, van pools, and transit ridership. Consider penalties for businesses that do not comply with Commute Trip Reduction requirements.



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PIKE/PINE

GOALS AND POLICIES

COMMUNITY CHARACTER

- P/P-GI A community with its own distinct identity comprised of a mix of uses including multi-family residential, small scale retail businesses, light manufacturing, auto row and local institutions.
- P/P-PI Strengthen the neighborhood's existing mixed-use character and identity by encouraging additional affordable and market-rate housing, exploring ways of supporting and promoting the independent, locally owned businesses, seeking increased opportunities for art-related facilities and activities, and encouraging a pedestrian-oriented environment.
- P/P-P2 Seek to preserve the architectural and historic character of the neighborhood by exploring conservation incentives or special district designations.

ECONOMIC DEVELOPMENT

- P/P-G2 A neighborhood of thriving and diverse businesses that support both lively day-time and night-time activities. A destination for retail, arts, and entertainment.
- P/P-P3 Encourage the development of new tools that support and promote the independent, locally owned businesses in order to improve their economic vitality and plan their

development while maintaining and enhancing the unique character of the neighborhood.

- P/P-P4 Strive to maintain the unique character of the neighborhood by creating programs for business retention and recruitment with a focus on supporting small, independent businesses.
- P/P-P5 Collaborate with other organizations in the creation of an attractive, safe, clean, pedestrian friendly environment in which businesses thrive.
- P/P-P6 Seek to preserve and encourage the mix of light manufacturing, wholesaling, high-tech, and autorelated businesses that co-exist with smaller retailers.
- P/P-P7 Support the creation of a synergistic relationship between the business community and the broader neighborhood in order to promote the shared goals of maintaining the unique character of the neighborhood while improving its livability.

HOUSING

- **P/P-G3** A neighborhood that welcomes increased residential densities, with additional affordable and market-rate housing, and proper infrastructure to support the densities.
- **P/P-P8** Encourage diversity of housing while seeking to maintain existing lowincome housing.

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PIKE/PINE **Urban Center Village** BELLEVUE AVE HARVA 10TH A SUMMIT AVE BELMONT AV E HARRISON ST ETHOMAS ST THOMAS ST ¥ E JOHN ST JOHN ST E JOHN ST BOYLSTON AV E LORETTA PL COURTRI MANORAL E HOWELL ST E HOWELL ST E HOWELL ST 5 E OLI BELLEVUE AV E PINE ST PINEST BROADWA HARVARD 10TH AV E PIKE ST જ E UNION S UNIVERSITYST E SPRING ST MADISONST E MARION & d:\arcview\av_projects\compplan\2000\cenvill\pikepine.apr SPRING ST E COLUMBIA COLUMBIAST EJAMESWY Mey E BARCLAY CT <u>5</u> E JEFFERSON WEL 500 1000 Feet VILLAGE BOUNDARY **EDGE OF PAVEMENT**



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- **P/P-P9** Seek additional resources for the preservation of existing, affordable rental housing.
- P/P-P10 Promote opportunities for owners of existing affordable rental housing to obtain financing to make property improvements without impacting rent levels.
- P/P-PII Promote the additional development of new or rehabilitated housing units, through tools such as code modifications, incentives, and providing flexibility during development review.
- P/P-P12 Promote the development of mixeduse structures in general commercial areas of the Pike/Pine neighborhood, especially compatible mixed uses such as artist live-work space.
- P/P-P13 Work with non-profit housing organizations in identifying and implementing affordable housing projects.

HUMAN NEEDS AND DEVELOPMENT

- P/P-G4 A neighborhood that recognizes and meets the diverse and distinctly different human service needs of a culturally and economically diverse population.
- P/P-P14 Promote community connections and cohesion by encouraging opportunities for people to come together, interact, support, and get to know each other and participate in a range of activities.

- P/P-P15 Seek to improve communication between people, organizations and communities dealing with human needs and human development issues.
- **P/P-P16** Seek new tools to address human support needs in the neighborhood.
- P/P-P17 Seek a comprehensive approach in addressing the human needs and problems of persons within the urban center and Citywide.

URBAN DESIGN

- P/P-G5 A neighborhood with a distinct identity that provides a distinct and active pedestrian environment and a balance of basic amenities that serves a dense urban center village.
- P/P-P18 Encourage the attraction and passage of pedestrians to and from downtown and adjacent neighborhoods by seeking to provide improved environments along key pedestrian streets.
- P/P-P19 Seek to develop the 'core area' east of Broadway into an active pedestrian center with connections to adjoining neighborhoods.
- P/P-P20 Strive to enhance awkward intersections where streets come together at odd angles for use as unique urban plazas and strive to improve pedestrian safety along Madison and elsewhere.
- P/P-P21 Seek to enhance sidewalks and alleys to make a better overall environment

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for pedestrians as well as retail activities.

- P/P-P22 Seek to enhance available open space and seek additional opportunities for pocket parks, community garden, children's play spaces, and other recreational activities.
- **P/P-P23** Strengthen the recognition of the West End as the major entry point into the neighborhood.
- P/P-P24 Seek opportunities to enhance parking and traffic calming opportunities on primarily residential cross streets, along Pike and Pine.

TRANSPORTATION

- P/P-G6 A neighborhood transportation network which facilitates movement of residents, workers, students, visitors, and goods with a particular emphasis on increasing safety, supporting economic centers, and encouraging a full range of transportation choices.
- P/P-P25 Encourage the use of traffic calming measures to enhance pedestrian and bicycle travel, slow vehicular traffic, and direct through traffic away from non-arterial streets.
- **P/P-P26** Support the designation of key pedestrian linkages as Green Streets.
- **P/P-P27** Seek to provide safer and easier crossings for pedestrians throughout the neighborhood.

- **P/P-P28** Promote the improvement of primary sidewalk systems and pedestrian connections.
- P/P-P29 Encourage the completion and expansion of the urban trails system in order to provide increased bicycle access to the Pike/Pine neighborhood.

TRANSIT

- **P/P-P30** Seek to improve the speed, frequency and reliability of transit serving the Pike/Pine neighborhood.
- **P/P-P31** Strive to make transit convenient, understandable, and easy to use.
- **P/P-P32** Encourage the development of additional transit options which serve the neighborhood.
- **P/P-P33** Encourage good access to light rail systems from the Pike/Pine neighborhood.

PARKING

- **P/P-P34** Encourage parking management and transportation demand management practices as a means to reduce parking in the neighborhood.
- P/P-P35 Encourage the use of residential parking zones in the neighborhood, including areas within the Neighborhood Commercial or Commercial zones and establish curb space priorities.
- **P/P-P36** Discourage long-term commuter parking and park-and-ride lots in the neighborhood.



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P/P-P37 Promote the reduction of car ownership of residents to minimize parking demand.

FREIGHT MOBILITY

P/P-P38 Strive to provide adequate access to merchants and to major institutions for deliveries and freight movement.

ARTS AND CULTURE

- P/P-G7 A neighborhood that fosters the creation of arts and cultural activities and facilities in a community that brings together many diverse talents and interests.
- P/P-P39 Promote the establishment of a community-based arts organization that would function in an integrated role with other Pike/Pine organizations and those in surrounding neighborhoods.
- **P/P-P40** Support and promote arts events and projects in the Pike/Pine neighborhood.

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QUEEN ANNE

GOALS AND POLICIES

- QA-GI Queen Anne is recognized for the uniqueness of its different neighborhoods, including the Urban Center, each with distinctive physical characteristics and a strong sense of community.
- QA-G2 Queen Anne has many single-family, multifamily, and mixed-use neighborhoods which preserve cultural and historic resources and which include affordable, subsidized, and special needs housing.
- QA-G3 The Urban Center is a vital residential community as well as a viable and attractive commercial/employment center and mixed-use neighborhood which enjoys a strong relationship with Seattle Center.
- QA-PI Seek to create and maintain attractive pedestrian-oriented streetscapes and enhance Queen Anne's community character with open space, street trees, and other vegetation.
- **QA-P2** Preserve the character of Queen Anne's single-family and mixed-use neighborhoods.
- QA-P3 Seek to maintain and establish quality design in the QA area. Through neighborhood design guidelines and design review, consider unique or particular local design characteristics, and include consideration of signage,

adjacent public ROWs, and historic boulevards.

- QA-P4 Recognize and promote QA's historic resources through such means as developing a Roy Street Conservation District, preserving and enhancing the historic Queen Anne Boulevard and providing information about and incentives to preserve residential structures.
- QA-P5 Encourage an attractive range of housing types and housing strategies to retain Queen Anne's eclectic residential character and to assure that housing is available to a diverse population.
- QA-P6 Create a unique urban identity in Queen Anne's Urban Center which includes an attractive multifamily residential neighborhood identified by its distinctive park-like character and surrounding mixed use areas.
- QA-P7 Seek to establish high capacity transit/multi-modal node(s) in the Urban Center which will be centrally-located and convenient to residents, businesses, and Seattle Center.
- **QA-P8** Promote affordable locations for business in the Urban Center.
- **QA-P9** Enhance the unique character of each business district.
- QA-P10 The special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply, in the Upper Queen Anne Residential

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